



# The Hongkong Telegraph

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## REUTER'S TELEGRAMS.

### HUNGARIAN BLOCKADE RAISED.

#### AMERICAN FOOD SHIP ARRIVES.

Copenhagen, August 10.  
A message from Budapest, dated the 9th instant, says: The blockade of Hungary was raised yesterday. An American foodship arrived to-day with a cargo including a large quantity of condensed milk for Budapest children.  
The new administration has issued a decree annulling the Soviet Government's decree making land public property.

### COMBATING HIGH COST OF LIVING

Paris, August 11.  
Answering the call of the new Minister of Food that every citizen should assist in fighting against the high cost of living, consumers' leagues have been formed all over Paris. Members visited various markets on Sunday, obtaining a general reduction of 50 per cent. in retail prices. — *Havas*.

### FRENCH LABOUR UNION OUTWITTED.

Paris, August 11.  
The French Police Authorities have thwarted an attempt by the Labourers' Union in the Department of Seine to hold a meeting for passing resolutions in favour of a general amnesty as a protest against intervention in Russia and Hungary. — *Havas*.

### FRANCE'S FALLEN HEROES.

Paris, August 11.  
A Bill for the commemoration of men who have fallen during the war provides that every Commune will receive from the French State a golden book containing the names of the fallen. Every year on November 1, the Municipal Authorities will conduct an official ceremony. — *Havas*.

## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### ROCKEFELLER FOUNDATION.

#### INSPECTING ITS WORK IN CHINA.

Shanghai, August 12.  
Mr. G. E. Vincent, head of the Rockefeller Foundation, has arrived in Shanghai on a tour of inspection of the Foundation's medical work in China. He will cover this part of the country before going southward.

### JAPANESE FIRMS BLACKLISTED.

Shanghai, August 12.  
It is reported that the Federation of British Industries has notified Shanghai members to blacklist six big Japanese firms on account of trading with the enemy before peace.

### GLEN LINE'S NEW OFFICES.

Shanghai, August 12.  
The Glen Line has bought the property on the Bund formerly owned by Siemens, and plans to erect an office building.

### THE UNION JACK CLUB.

Singapore, August 12.  
The Governor, at a meeting of the Union Jack Club, congratulated the Club on a very successful year and said the Admiral in China had the highest opinion of the value of the Club.

### GIFTS TO STRAITS GOVERNOR.

Singapore, August 12.  
The Consular Corps has presented an address in a silver basket and gold ornaments to H. E. the Governor as a farewell gift.

### STRAITS UNREST.

## EARLIER TELEGRAMS.

### THE HOME LABOUR SITUATION.

London, Aug. 11.  
The week opens with the labour situation easier. The collapse or settlement of strikes has greatly strengthened the hands of the constitutional labourites while the firmness of the authorities in the case of the police extremists had an excellent effect. Thus strikes of Municipal employees at Kensington and Paddington which endangered the health by a fortnight's accumulation of refuse collapsed. The men disregarding the advice of leaders and refusing unconditionally on the appearance of posters inviting applications for permanent pensioned employment. The position at Liverpool is normal. The Watch Committee on Saturday told a Trade Unionist deputation that they adhered to the refusal to reinstate the police strikers. The presence of troops and the reappearance of uniformed constables has covered the hoodlums who, far from resuming excesses, are seeking to escape punishment by depositing loot in side streets under cover of darkness. Detectives raided many houses and recovered stolen property.

The only remaining hope of the extremists is direct action. The ballot of the Triple Alliance, which is now proceeding, will not be completed before the end of the month but there are indications that this policy is losing ground. Mr. Thomas, M.P. at Yarmouth, warned the workers that the constant threat of downing tools was disastrous. It was losing its power and doing incalculable harm. He had been condemned for his refusal to call out the railwaymen in support of every dispute but such an action would merely lead to chaos and anarchy. The only safe road to progress was Constitutional Government. Mr. Carter, M.P., a member of the Miners' Federation, speaking at Nottingham, opposed the direct action policy of the Triple Alliance as injurious to the country and bad policy. A special conference of the Lancashire and Cheshire Miners' Federation held at Bolton resolved to advise miners against direct action. Mr. Walsh, M.P., told the conference that direct action was the policy of disappointed politicians unable to enter Parliament but desirous of gaining power by another way. He announced that Scotland Yard had seized documents indicating a plot to establish a Soviet Government in London. Arrests were expected.

### THE HUNGARIAN TANGLE.

Budapest, Aug. 11.  
Premier Friedrich interviewed denied that the change of Government meant a return of Monarchism. "Szamuely's hangers-on and scoundrels, also a horrible company of Lenin's boys have been arrested but are unharmed. They will be tried by regular Courts."

### AERONAUTICS.

Paris, Aug. 11.  
The aerobus Goliath has started for Casa Blanca en route for Daka, across the Sahara, with eight passengers.

### THE SILVER MARKET.

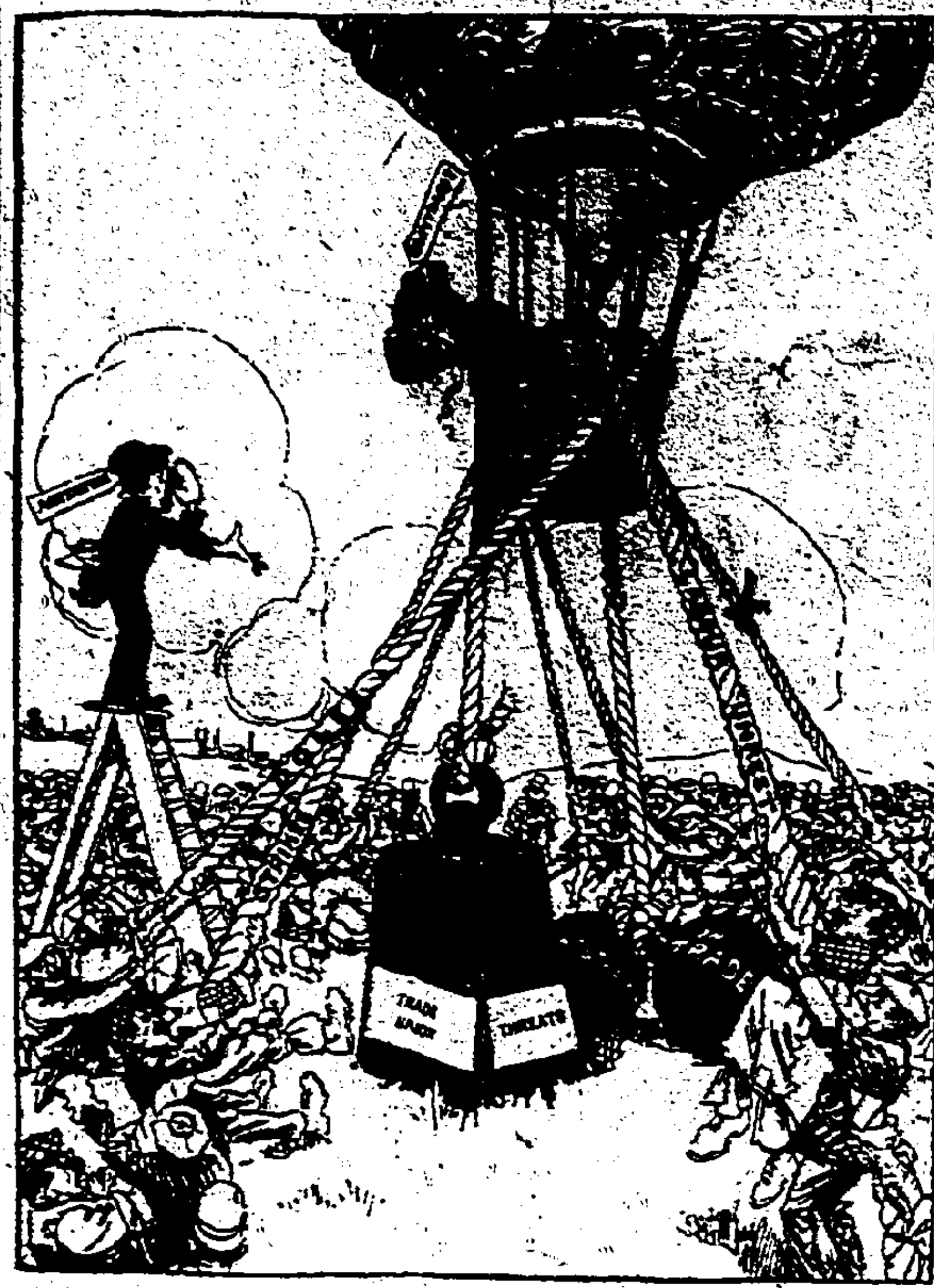
London, Aug. 9.  
Silver at 58½ and 56 7-16 has a firm market.

## NEW TERRITORIES RICE. EXPORT PROHIBITED.

We understand that the Hongkong Government issued a Proclamation to-day prohibiting the export of rice from the New Territories and fixing the price at \$8 and \$9, against \$11 ruling in Hongkong. The rice grown in the New Territories is far superior in quality to the imported stuff that is now being retailed in the Colony under the Government Control scheme.  
There has been a tendency on the part of profiteers in our midst to buy this commodity from the agriculturists in the New Territories and ship it to Japan and elsewhere.  
The proclamation issued to-day is the wisest step that the Government has taken since it took on the task of controlling rice. Rice grown in the New Territories cannot be brought down to Hongkong, so that the inhabitants of that part are assured of a sufficient supply at moderate rates.  
The crop this year in the New Territories is about the best that had ever been garnered. It is surprising how the scarcity of this cereal has stimulated production in the New Territories. Barren waste lands are now smiling fields of rice.  
The Government must be congratulated on the step they have taken. It is only a small illustration of the wisdom of the Government.

## AN APPEAL FOR THE TROOPS.

An appeal is being made on behalf of troops proceeding homeward on the s.s. *Atrous*, sailing shortly. The list of things asked for comprises books, magazines and literature of all sorts, dominoes, backgammon, cribbage, and packs of cards. Major Cassell, O.B.E., D.A.A. and C.M.G., has kindly consented to take charge of these gifts, which must be sent to him at Headquarters, marked "Reading matter, or Games for the Troops."  
Donations towards buying cigarettes, tobacco, a gramophone and records will also be very gratefully received by Mrs. Stabb, at the Hongkong and Shanghai Bank. Any old records will be welcome.  
There are very few of us that cannot find something in the above list that he or she can spare. Send it along.  
It's a long, long trail a-trailing, Towards the land of their dreams.  
With Hongkong left behind them, And in Fragrant Streams, There are long, long days of waiting.



From the "Passing Show."

### THE INCUBUS.

Agitator:—Why don't you get a move on?

Capitalist:—Why don't you call your men off and slip those weights?

### AN IMPOSTER.

#### POSED AS A CONSTABLE.

The dread in which hawkers hold constables gave Chan Kow an idea, which was to represent himself as a policeman and in this way extort money from the hawkers. Going up to a hawker who was selling pears in Tew Loong Street yesterday, he announced that he was a plain-clothes *lukong*, and ordered the man to remove his basket. When this command was not complied with, he demanded to have a "look-see" at the licence. His hopes that he would be able to blackmail the hawker in this direction having been thwarted, he came to the real point which all this beating about the bush was intended to lead up to, and that was to order the man to look sharp and make a round among his fellow-hawkers to collect from each of them three cents as a contribution to his tea-house expenses. Hints of dire consequences in the event of non-compliance accompanied this order. Unfortunately for Chan, the hawker was a stubborn and hard-headed fellow. He was out of the usual type of hawkers in that he held no man, let alone a constable, in dread. The words with which he expressed his opinion of Chan Kow should dispel all doubts concerning the fact. When the two men were on the verge of a set-to, who should stroll up to the scene, but a *lukong*, a real one this time? He inquired the cause, took a hard look at Chan, and, discovering him to be a man not of his own cloth, promptly collared him.  
Chan was to-day charged at the Police Court, before Mr. N. L. Smith, with being an imposter.

Inspector Brazil said that this sort of business was becoming too common and many hawkers had been victimized as the result.  
The Magistrate:—Have men in plain-clothes anything to prove their identity?  
Inspector Brazil replied that there was provided with warrants.

### AMERICA AND JAPAN.

#### IS THE SITUATION SERIOUS?

Washington, July 24.—With unexpected suddenness the Shantung issue has become the crux of the fight between the President and the Senate over the League of Nations and the ratification of the Treaty. Japan's actions are bitterly attacked by Senators Norris, Borah, and Lodge.

At the same time the Federal Council of the Churches of Christ declare that Japanese rule in Korea is purely Prussian in its brutal ruthlessness and militaristic character.

The effect of both attacks is to stigmatise Japan as the Germany of the East and an enemy of democracy and freedom. It is evident from the nature of the statements made and their source that the present situation threatens a very severe strain on the friendly relations between Japan and American.

There are two elements in the situation which are distinctly favourable to Japan and have not yet been sufficiently emphasised. The first is that the Federal Council, through Dr. Sidney Gulick, has made public two letters from Mr. Hara, the Premier, and Viscount Uchida, the Foreign Minister, declaring that the wrongs in Korea shall be rectified and a new era inaugurated. The Council calls on American public opinion to await the result of these promises.

The second favourable factor is that the Senators' attack against Japan's policy in Shantung rests on an assumption that Japan seeks to extend her political control over the whole province. If the exact truth of Japan's agreement with China respecting the restoration of the leased territory at Kiaochow Bay were convincingly laid before the American people, the situation would be entirely different. Paris might be lessened.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 1s 7-16.

### The Weather.

Forecast:—Fair, Breeze S.W. 29.56. Temperature 2 p.m. 87. Humidity 2 p.m. 72.

## ANOTHER ATTEMPTED BURGLARY.

### WISEMAN'S CAFE ENTERED.

Yet another robbery is reported in the heart of the city but happily it was not crowned with success. A burglary was committed last night at Wiseman's Cafe between 10.30 and 11.30. Apparently the burglar made an entrance from the alley between Powell's Building and Wiseman's Cafe, getting through the broad shop into the Cafe, and finally into the pantry. There is not any trace on the padlock of Wiseman's bread shop having been broken open. On the contrary, the indications are that it was opened with a key, or that the door was purposely left unlocked. It was a clean entry into the bread shop, no instrument being used. The door between the bread shop and the cafe was padlocked, and here the robber or robbers experienced difficulty. But they surmounted it by chiselling the lock, the chisel being left behind as a souvenir of the event.

The burglars evidently knew the cafe thoroughly for when inside they made a straight dash for the safe in the pantry. The safe contained over \$2,000 and the surprising part of the whole enterprise is that although the first part of opening the safe was accomplished, they could not get through the inner part. They could not open the portion that contained the money, had as they tried.  
At about 11.30 Messrs. Powell and Co.'s watchman saw a codling, whom he says he recognised as one of the men employed in the Cafe, going out. This has practically established the suspicion that someone in the employ of Wiseman's Cafe is the burglar, and that he knew about the working of the safe on the premises but not sufficiently well to enable him to unlock the inner part of the safe.  
Fortunately, nothing was taken from the premises.

## DAY BY DAY.

The five men charged with being implicated in the recent piracy on a fishing junk off Lamma Island were committed for trial at the sessions at the conclusion of the Police Court hearing this afternoon.

A Chinese, who was born in California, was coming off the s.s. *Colombia* on the 11th inst. when a big drum of barbed wire, which belonged to him, was searched, and in it was found 406 rounds of ammunition, wrapped in paper. The defendant stated that the ammunition was not his, and he also did not know it was there. He was proceeding to his native country, and the drum was given to him by a relative in California. He was fined \$50 by Mr. D. J. Linnell to-day. Mr. D. J. Linnell appeared for the defence.

## DON'T FORGET.

TO-DAY  
Theatre Royal, Hong Kong, presents "Stop Lovers."  
Victoria Theatre.



## MOTIONS

LIFTS

and

ELEVATORS

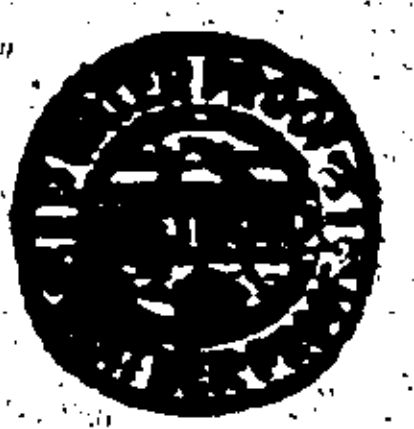
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## THE DEN OF ZEPPELINS

GERMAN STRONGHOLD  
DESCRIBED

Nordholz, the German airship station from which several of the Zeppelin raids over England were launched, is the subject of an interesting article by Lieut. Lewis R. Freeman, in the *Saturday Evening Post* (Philadelphia) for May 21. Lieutenant Freeman accompanied the Allied Naval Commission on its visit to the German Zeppelin bases, after the signing of the armistice. He thus had the best possible opportunities for learning about the resources and present condition of the German Zeppelin industry.

The greatest and most modern of Germany's Zeppelin aerodromes is that at Nordholz, near Cuxhaven, in the Elbe estuary. Lieutenant Freeman refers to the persistent idea in London that airship stations had been constructed in Belgium and that these alternated with those of Germany in dispatching raiders across the North Sea to England. But it is clear that the labour and expense involved in building such a station as Nordholz would have precluded the idea of establishing an installation of that size in any territory that Germany did not feel certain of controlling permanently.

There were other German airship stations within cruising distance of England, but Nordholz was so much the best equipped, especially in the first years of war, when Zeppelin raiding was the most active, that the most of the work, and by long odds the most effective, of it, was done from there. There were grim tales to be told by that band of hard-eyed, straight-mouthed, bull-necked pilots—all that survived some scores of raids over England and some hundreds of reconnaissance flights over the North Sea who received and conducted round the Naval Commission party, though we did not meet upon a footing that made it possible more than to listen to the account of an occasional incident.

Lieutenant Freeman was especially impressed by the evidences on every hand of the high morale that prevailed in the German air service, even down to the last—

"For all the barbarity of many of their raids there was splendid stuff in the officers and crews of the Zeppelins which engaged in the campaign of frightfulness against England, and it is idle to deny it. In a better cause or even in worthier work for an indifferent cause the skill and courage repeatedly displayed would have been epic. Considering what these airships faced on everyone of their later raids—what their commanders and crews must have known were the odds against them after the night when the destruction of the Zeppelin over Cuxhaven in September, 1916, proved that the British had effectually solved the problem of igniting the hydrogen of the inner balloons—one cannot but conclude that the morale of the whole personnel must have been very high during even this trying period. If it had not been high there would undoubtedly have been mutinies at the airship stations, such as are known to have occurred on so many occasions among the submarine crews. Even in the light of present knowledge there is nothing to indicate that there had ever been serious trouble in getting Zeppelin crews for the most hazardous of raids.

The sheds that make up the Nordholz station are of truly gigantic size—

"Of modern buildings of utility, such as factories and exhibition structures, I do not recall one that is so impressive as these in sheer immensity. Yet the proportions of the sheds are so good that constant comparison with some familiar object of known size, such as a man, alone puts them in their proper perspective.

"The sheds are built in pairs, standing side by side, and on a plan which has brought each pair on the circumference of a circle two kilometres in diameter. The chord of the arc drawn from one pair of sheds to the next in sequence is a kilometre in length, while the same distance separates each pair on the circumference from the huge revolving shed in the centre of the circles. The whole plan has something of the mystic symmetry of an ancient temple of the sun. Of the half dozen pairs of sheds necessary to complete the circle four have been constructed; the rest are in the process of construction.

The barracks of the men were of brick and concrete, and were built with no less regard for appearance than utility. So, too, the officers' quarters and the large and comfortable-looking homes for married officers. All had been built very recently, many in the very last months of the war, and the standard of the buildings was high.

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## HOUSE RENTS

WHAT WILL HAPPEN  
IN 1937

The writer of the following article in the *Daily News* is Mr. William Wallace who was secretary of the Committee appointed by the Minister of Reconstruction to consider rent-restriction legislation, and of Mr. Henry Hobhouse's Committee on Financial Assistance to Housing.

The rents of some 7,000,000 small houses are at present restricted by statute. Under the present legislation these restrictions will expire at Lady Day, 1937. This article invites the householders affected, who represent perhaps seven-eighths of the whole population, to give immediate consideration to what will happen when the restrictions are removed. Unless this is at once done, vested interests will be fostered and the opportunity for action will be lost.

The value of a commodity is the cost of its replacement. This applies to house-rent. The rent of houses are regulated, broadly, by the price at which similar new houses can probably be built and let. (This is subject to modifications; rents are slower to respond to altered cost of production than are the prices of other commodities, and, particularly in agricultural areas, the strength of custom must be taken into account, but the general operation of the rule is inevitable.) Unless the producer of houses is given a fair return for his labour he will not build. If he does not build, the demand for houses will increase in relation to the supply, and rents will rise until they reach a figure high enough to tempt the builder, who will then recommence operations.

At the present time, the cost of building is between 100 per cent. and 200 per cent. over pre-war prices; and this combined with the higher rates of interest, makes the obtaining of an economic rent on new houses an impossibility. To obtain houses, the Government have been compelled to offer subsidies, and the general level of rents for some years must be determined by the rents charged for these subsidised houses; that is to say, will be dependent upon the extent of the subsidy.

## AN ECONOMIC BASIS.

If the Government had decided to have the new rents fixed upon the basis of existing rents, no change in the general level of rents would be likely. To have adopted this basis, however, would have meant not only a much greater expenditure of State money, but also a permanent departure from an economic basis; because the cost of building is never likely within measurable time to reach the pre-war level, and the only way in which housing can be restored to an economic basis is to fix the rents of the new houses at such a figure as is likely to represent an economic return upon the normal post-war cost of building. This is apparently the basis adopted by the Government. If the present cost of building a house which before the war cost £250 is £625 (and this is not an outside figure), then the normal rent to be obtained must represent a commercial return upon two-thirds of £625, say, £420. This anticipates a permanent increase in cost of building of some 65 to 70 per cent.

If, therefore, we are right in stating that the rents of existing houses will be determined by the rents at which the new houses are let; this leaves a very large margin for increase. If we assume that tenants are prepared to pay 20 per cent. more for a brand new house than for a similar existing one, this still leaves a potential increase of upwards of 50 per cent. to existing landlords, which the seven million existing tenants must be prepared to pay within the next few years.

Of course, the existing landlords will claim that their outgoings have tremendously increased, and where they are in fact doing the same repairs as before the war they probably need another 10 per cent. or 15 per cent. to cover this. But even after making full allowance for this, there still remains to them an increment of over 30 per cent. due neither to any efforts of theirs, nor even to any perpetuity in the payment of their bills. In the event of war, this increment would be a windfall gain, and in the event of peace, it would be a permanent increase in the pocket of the landlord.

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The writer of the following article in the *Daily News* is Mr. William Wallace who was secretary of the Committee appointed by the Minister of Reconstruction to consider rent-restriction legislation, and of Mr. Henry Hobhouse's Committee on Financial Assistance to Housing.

The rents of some 7,000,000 small houses are at present restricted by statute. Under the present legislation these restrictions will expire at Lady Day, 1937. This article invites the householders affected, who represent perhaps seven-eighths of the whole population, to give immediate consideration to what will happen when the restrictions are removed. Unless this is at once done, vested interests will be fostered and the opportunity for action will be lost.

The value of a commodity is the cost of its replacement. This applies to house-rent. The rent of houses are regulated, broadly, by the price at which similar new houses can probably be built and let. (This is subject to modifications; rents are slower to respond to altered cost of production than are the prices of other commodities, and, particularly in agricultural areas, the strength of custom must be taken into account, but the general operation of the rule is inevitable.) Unless the producer of houses is given a fair return for his labour he will not build. If he does not build, the demand for houses will increase in relation to the supply, and rents will rise until they reach a figure high enough to tempt the builder, who will then recommence operations.

At the present time, the cost of building is between 100 per cent. and 200 per cent. over pre-war prices; and this combined with the higher rates of interest, makes the obtaining of an economic rent on new houses an impossibility. To obtain houses, the Government have been compelled to offer subsidies, and the general level of rents for some years must be determined by the rents charged for these subsidised houses; that is to say, will be dependent upon the extent of the subsidy.

## AN ECONOMIC BASIS.

If the Government had decided to have the new rents fixed upon the basis of existing rents, no change in the general level of rents would be likely. To have adopted this basis, however, would have meant not only a much greater expenditure of State money, but also a permanent departure from an economic basis; because the cost of building is never likely within measurable time to reach the pre-war level, and the only way in which housing can be restored to an economic basis is to fix the rents of the new houses at such a figure as is likely to represent an economic return upon the normal post-war cost of building. This is apparently the basis adopted by the Government. If the present cost of building a house which before the war cost £250 is £625 (and this is not an outside figure), then the normal rent to be obtained must represent a commercial return upon two-thirds of £625, say, £420. This anticipates a permanent increase in cost of building of some 65 to 70 per cent.

If, therefore, we are right in stating that the rents of existing houses will be determined by the rents at which the new houses are let; this leaves a very large margin for increase. If we assume that tenants are prepared to pay 20 per cent. more for a brand new house than for a similar existing one, this still leaves a potential increase of upwards of 50 per cent. to existing landlords, which the seven million existing tenants must be prepared to pay within the next few years.

Of course, the existing landlords will claim that their outgoings have tremendously increased, and where they are in fact doing the same repairs as before the war they probably need another 10 per cent. or 15 per cent. to cover this. But even after making full allowance for this, there still remains to them an increment of over 30 per cent. due neither to any efforts of theirs, nor even to any perpetuity in the payment of their bills. In the event of war, this increment would be a windfall gain, and in the event of peace, it would be a permanent increase in the pocket of the landlord.

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there are several other alternatives I will suggest two. The first is the taking of the excess in taxation. The increment might be treated in the same way as excess profits during the war. The present "standard rent" under the Rent Restriction Acts might be adopted as a datum line, and an allowance made for what is considered a reasonable increase upon this. Any excess over this would then be treated as "excess rent," and a substantial proportion taken in taxation. The resulting millions might either go to repay to the State its housing subsidies, or be handed over to the local authorities of the different areas in reduction of rates.

But though this would secure this "adventitious increment" to the community, and be better than leaving it to private profit, it would bring little comfort to the millions called upon to pay a 50 per cent. increase in rent. They would indeed be justified in regarding it as another form of indirect taxation. I therefore suggest another way of dealing with the matter. Let no additional rates be levied on any future improvements. Thus, if one building plot now has a house on it, the rateable value would be based on the value of house and land. If a plot be vacant, the rateable value would be based on site only, and the subsequent erection of a house upon it should not cause any additional rates to be levied.

It is generally recognized that the war has not only increased the value of land, but also the value of buildings. In the event of war, this increment would be a windfall gain, and in the event of peace, it would be a permanent increase in the pocket of the landlord.

owner of the built-up plot, and to penalise severely the vacant plot. Rates mean an addition of at least 30 per cent. to the rent. The permanent increase in the cost of building is almost certain to be more than 30 per cent. Remit the greater part of this 30 per cent. in the case of new buildings, and without hardship to anyone, the rents not only of the new but of the great mass of existing houses will be correspondingly reduced.

I make these suggestions for the consideration of readers. I make no reflection on landlords of house property, whom I consider to have been badly treated during the war, and to be justly entitled to a substantial increase in rent.

## THE ANTI-AIRCRAFT BULLET

The new bullet—produced by Mr. F. G. Kellaway before an Interregional House of Commons recently—which had the effect of finally stopping air raids on this country, has been one of the best kept secrets of the war. Only once, the *Daily Chronicle* under stands, was the bullet tested against the enemy, and that was in the Whitehead raid of 1918, after which the Hind never again attempted to drop bombs here. So much importance was attached to the invention by the War Cabinet that the bullet was not even to be used in the event of a raid on the coast, lest the secret might fall into enemy hands. It was only after the war had ended that the secret was revealed. The bullet was a small, light, and easily handled projectile, and was fired from a special anti-aircraft gun. It was designed to explode on impact with the enemy aircraft, and was so constructed that it would not explode if it failed to hit its target. The bullet was a revolutionary invention, and its use was a decisive factor in the defeat of the Hind.



## BEHIND THE VEIL.

## CHRISTIAN AGNOSTICISM.

Agnosticism in the accepted sense of the word rests on certain theories of knowledge, says a writer in the Times. Looks distinguishes between what he calls the qualities and the substance—the former known, the latter unknown and unknowable. In much the same way Kant insists on the distinction between phenomenon, the appearance and the thing-in-itself. All we know is the phenomenon; the noumenon we neither know nor can know. "Supposing us," he says, "to carry our empirical perception even to the very highest degree of clearness, we should not thereby advance a step nearer to a knowledge of the constitution of objects as things-in-themselves. And (as Professor Pringle-Pattison reminds us in his "Idea of God") Herbert Spencer's doctrine of the relativity of knowledge, and the unknowableness of reality was, of course, a direct descendant of the Kantian opposition between the phenomenon and the thing-in-itself; and it was Spencer who, not long ago, as the great oracle of his age proclaimed the gospel of Agnosticism with an almost pontifical authority. From the very nature of our intelligence, the reality underlying appearance is totally and for ever inconceivable by us."

Yet he is willing to allow a place for religious emotion: we may worship something so long as we refrain from assigning any attributes whatever to the object of our worship and recognise that it is "like our highest wisdom and our highest duty to regard that through which all things exist as 'the Unknowable'; though he goes far to destroy his own position by describing the Unknowable as the "Power manifested throughout the universe which in ourselves wells up under the form of consciousness. It seems, then, that something is known about the Unknowable, though we may still enjoy Mr. Frederic Harrison's suggestion for a prayer to be used at the common worship of the Unknowable: "O Un love us, help us, make us one with thee."

At the opposite extreme to Agnosticism is what we may call the "Gnosticism" of popular religion, which leaves nothing unknown. Of this spirit we have seen a good deal during the war, in the sermons of "popular" preachers. We will take two instances of this spirit. It was no wonder that the spectacle of the war provoked in many minds searching questions as to the meaning of Divine Providence; and it was well that they should be dealt with in a temper of cautious reverence. But some of the sermons in church could only have been delivered by men who assumed acquaintance with the most secret counsels of Omnipotence. There was nothing about the Divine purposes and intentions which they did not know and reveal. The other instance concerns the state of the departed. It was but natural that bereaved parents and others should long to know more of their lost and loved. The Christian religion, however, does not gratify this desire: it tells us nothing, or next to nothing, of the "what" and "where" of the dead. But the popular preacher was ready to meet the demand, and permitted himself a "licence of affirmation" on subjects of which he did and could know nothing. "The dead visit the living," "The dead come home," "Must they not come to join in celebrating, as of old, those little domestic felicities, the birthdays and anniversaries?" "Must they not be there when the scattered members of the family gather together on Christmas Day?" These are extracts from a published sermon. And the only answer to the preacher's questions is, "We do not know."

The truth is that the Christian religion does not profess to satisfy, and the Christian believer need not be ashamed to confess that his ignorance is greater than his knowledge. There is a Christian, as well as an un-Christian "Agnosticism," but there is all the difference in the world between partial and complete negation, and between a God who is "unknowable" and a God who is "unfathomable." Against the contention that God is unknowable the Christian sets his own experience and that of the Christian Church, and, above all, of the saints which declares that men can and do hold communion with God as revealed in Christ: that he who makes the venture of faith finds that his venture is justified.

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Love. It is a matter, not of scientific proof, but of spiritual experience, and he dares to trust it. So also with the question of personal immortality. He cannot, as the Agnostic professes to do, leave it an open question. He must "bet" on it or against it; as Pascal says, "You must make the venture." And though here also he does not expect to find a positive or scientific proof, he believes (with Professor Caird) that—

"If the world is a rational and therefore a moral system, it cannot be that the most precious thing we know, the only absolutely precious thing in the world, a character built up and matured in goodness through all the trials of life, should pass away and be lost for ever."

It is a question of spiritual values. He "bets" on spiritual values, and it is really because Christianity has raised the level of the spiritual life, rather than by any new argument, that it has strengthened the belief in immortality. He has no interest in Spiritualism, which by laying stress on the "quantity" rather than the "quality" of life seems to him to have missed the true path. For him life eternal is a present possession, and he is content, for the rest, to be an Agnostic with St. John when he says, "Beloved, now are we not yet made manifest what we shall be"; or with St. Paul, "Now we see through a glass, darkly; now I know in part"; though he also shares in the ineffable hope which glows through the Agnosticism of the saints, "We shall see Him even as He is," "but then face to face."

## COL. WARD.

Colonel John Ward, M.P., is reported, in a message from O.M.P. of date June 12, to have arrived in Harbin, Manchuria, on his way back to England, via Vladivostok. The Siberian papers eulogise him as the liberator of the Ussuri region of East Siberia from Bolshevism, and recognise the salutary influence which his democratic creed has had on those classes of the Russian people who were unconsciously leaning towards Leninism. Colonel Ward is returning home in order to form Parliament on the present situation in Russia and to form a new Administration.

## THE PEACE TERMS.

## PRESIDENT WILSON AND BRITAIN'S PREMIER.

Paris, June 25.—There is now no harm in gossiping about an interesting English situation which a few weeks ago almost caused a re-opening of the peace terms. As it was, only President Wilson's determined stand prevented Lloyd George from getting so deeply committed that he could not have back tracked, as he did after a few days.

The funny part of it was that the things which Lloyd George proposed were precisely the things that President Wilson had originally advocated and, in regard to which he had to yield to Lloyd George and Clemenceau. But it is against Mr. Wilson's habit to undo things that have been done. Moreover, he was too sagacious to make eleventh-hour concessions to Germany which would have a demoralising effect.

It is said that the immediate reason for Lloyd George's action was pressure put on him from England by a faction for which he has a peculiar respect. One of the leaders of this group is Philip Kerr, one of the Premier's Parliamentary Secretaries. Kerr has been at Lloyd George's elbow throughout the whole conference. His hand has been in nearly all writings and he wrote practically the whole of the covering letter, that accompanied the treaty. He was probably responsible for a certain tone of liberalism in the last document that has been much criticised.

Those of Kerr's group of associates who have stayed behind in England and not been obliged to shoulder responsibility as he has, have been much more extreme in their liberal ideas than Kerr. The latter is a sensible man and knows that reformers must be fairly practical in order to be successful. "He has been willing to sup with the devil occasionally, but always carries his long spoon." For the last three or four months his group and many of their followers in London, who have been hammering Kerr for his share in the compromising tactics at Paris—for "losing his soul," as some of them call it—have been hammering Kerr for his share in the compromising tactics at Paris—for "losing his soul," as some of them call it.

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Clemenceau to moderate some of the treaty terms. The effort collapsed though Lloyd George himself again changing his mind, probably in response to pressure from other political quarters in London, and a stand-pat policy was adopted and adhered to by the Council of Four.

Kerr made a fine record in the conference and will be heard from in English politics. His groups are composed of able young men of Conservative back ground and Liberal tendencies. It includes Major Waldorf Astor, also Parliamentary Secretary to Lloyd George, Lord Eustace Percy, Alfred Zimmern and Lionel Curtis. These five run the Round Table, the well-known quarterly, and furnish a sort of leaven to British politics.

Kerr himself is a very interesting figure. While democratic in his political convictions, his antecedents are aristocratic. He is a direct descendant of the Plantagenet kings. His mother was sister of the Duke of Norfolk and while thus a member of the oldest Catholic family in England, he is himself a Christian Scientist. He is heir to the Marquisate of Lothian. As far as he can be classed politically, he is a Wilson Democrat and was probably more influenced in his hours in the Peace Conference by President Wilson than by his own chief. It is doubtful if any other man has so great an intellectual influence with Lloyd George, and Kerr is very useful to the Premier in the latter's effort to run with the hare and hunt with the hounds in British politics. There will probably be some developments in the months on the other side of the Channel, and Kerr for his share in the compromising tactics at Paris—for "losing his soul," as some of them call it.

Undoubtedly Kerr's attitude towards English influences in the peace conference has been a subject of much discussion. Kerr's attitude towards English influences in the peace conference has been a subject of much discussion. Kerr's attitude towards English influences in the peace conference has been a subject of much discussion.

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## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 13, 1919.

### PRESIDENT WILSON.

Since President Wilson's return to the United States we have not heard very much regarding his future political intentions, or as to whether or not he is again likely to run for the Presidency. He took an early opportunity of telling the American people his views on the Peace Treaty, especially that portion of it establishing the League of Nations, to which he is particularly attracted, but ever since, he has been so immersed in the serious internal situation in the States that he has dropped, internationally, somewhat into the background. It is evident from the latest American papers to hand, however, that his return to the States was regarded as marking the crisis of his political career, and he himself must have known that his public declarations on the larger issues of the day would spell either success or failure for him. Although he has played a more prominent part in the world's affairs than any previous American President, Mr. Wilson has probably more enemies to-day than he ever had. His intermeddling in foreign politics and his pleas for the incorporation of the League of Nations Covenant in the Peace Treaty have brought out a host of opponents against him, and, rightly or wrongly, his party is in pretty bad odour all over the States at the moment. The question is whether President Wilson can make out a good case for himself and thus win back the confidence of the country.

We are inclined to think that a deal of the opposition to President Wilson is inspired by party politics and is of a personal character rather than having its basis in reasonable resentment over real errors. Those who have been in touch with the President in France have asserted that there is little real comprehension in the States of the immensity of the task with which he was faced. They say that he did not get the kind of Treaty he desired, but that he got something better than he expected. The point to remember in this connection, of course, is that the Paris conferences gave small hope for any one man getting his way; the multiplicity of the issues raised made it necessary that a spirit of compromise should prevail if a deadlock were to be avoided. And so President Wilson had to perform, in common with others, to yield, demur and defer on points that might break up the conferences. As one writer puts it, to reconstruct the world's map in six months, and to get signatures of a score of nations to settlements that had to be made quickly in order to save Europe from further chaos and disintegration, was a task of unparalleled magnitude. We imagine that President Wilson does not consider his work in Paris free from imperfections, and though compromises are always unsatisfactory to somebody, he ought to have no difficulty in showing that they were inseparable from the settlement reached.

Whilst the President has been in Paris, however, the Republican forces have been hard at work, and both he and his party will have a hard furrow to plough in the future. It has been said that part of the opposition to him is based on personal antipathy, part of it on his unfortunate course of eloquence and technicalities, and part on a well-defined but genuine dislike of European entanglements and engagements and a desire to return to the country's anti-bellum policy of national isolation. These are factors which will operate very strongly when the Presidential campaign really begins. Meantime, President Wilson bides his time, and whilst we can understand and appreciate the circumstances which have brought him into dis favour, we cannot but believe that he has done a great deal to lighten the burden of drawing on the world's resources for the maintenance of the Peace Treaty.

### NOTES AND COMMENTS.

#### MAKING A BEGINNING.

We suppose we shall have to wait until the Peace Treaty has been formally ratified by all the signatory Powers before the Allies make their demand for the handing over of the ex-Kaiser to trial. It is satisfactory to note, however, that a beginning has already been made in bringing to justice the brutal savages who during the war were guilty of the most glaring breaches of International Law. A Havas message to hand yesterday showed that the surrender has been demanded of General Kruska, the Commander of the Prison Camp at Cassel, who is accused of responsibility in connection with the epidemic of typhus which caused the death of no fewer than three thousand French prisoners. This fact recalls the terrible and altogether indescribable sufferings to which Allied prisoners of war were subjected in most of the German prison camps. Many of the details of those harrowing experiences have been made known, and those who have read Ambassador Gerard's exposures on the subject do not need to be told that the camp authorities were guilty of the utmost cruelty and barbarism. In International Law, there are certain elementary obligations resting on civilised nations during war-time, and one of these is that prisoners should be humanely treated. We know what the British, the French and the American prisoners went through, and we know that had the Camp Commanders cared a whit about the matter they could have stopped the disgusting conditions under which our soldiers lived and died. That is why the Allies are including amongst those to be surrendered the Generals in charge of those camps where the most glaring atrocities occurred.

#### ILLEGAL EXACTIONS.

Without in any way dealing with the merits of the wolfman case, the judgment in which we published yesterday, we are glad to see that the Chief Justice has ruled that the seizure, following the refusal to pay a so-called military contribution, was illegal. This touches a point of great importance to many who are interested in the mining industry in the adjacent Province. We have seen the establishment in Kwangtung of an authority which pays no allegiance to the Central Government and, with its offshoots in various districts, has taken upon itself to levy imposts which are wholly irregular. Some time ago when the trouble was at its height at Swatow, military levies were made on business houses, and even foreign concerns were subjected to these demands. The Canton Military Government, also, even went so far as to divert Customs revenue. These things cannot be tolerated, and it is well that those concerned in making the exactions, as well as those on whom the demands are made, should know that these acts are quite illegal.

#### TYPHOONS AND RELIEF SHIPS.

Expert opinion in the Colony appears to be practically unanimous in the belief that a typhoon of almost unprecedented force has recently been raging in the vicinity of the Paracels, and two vessels are now overdue to such an extent as to cause the utmost anxiety. The usual practice of shipmasters running in typhoon regions is to dodge them, but once a vessel gets fairly caught, she is practically at the mercy of the wind and sea and in the greatest danger of getting on a lee shore. In the case of the Haurto, a weak spot has been disclosed in the local arrangements for sending out assistance to overdue vessels. In this case the trouble has happened just at a time when the authorities had no means at hand of affording the assistance asked for. In view of this fact, the opinion is expressed that the authorities should keep a vessel capable of facing any kind of weather, standing by permanently. There are two such vessels, recently built in the Colony, now lying in Yaumati Naval Camber and it is suggested that one of these vessels be taken over for the purpose. The objection has been raised that there are difficulties in the way of the crew, but it is asked why one of the vessels should be taken over for the purpose of the Government's launch and relief vessel. However, it ought not to be possible for the authorities to be caught as they have been without a vessel capable of going out to the assistance of overdue vessels.

### DAY BY DAY.

#### IT NEVER IMPROVES MUSTY OPINIONS TO AIR THEM.

Mr. and Mrs. E. J. Noronha left by the Shinyo Maru to-day for a holiday in Japan.

Yesterday's health return shows three cases of enteric fever (two Chinese and one British). Two of the cases were fatal.

The Monteagle is having her twin decks converted for emigrants. She is leaving for Vladivostok on Saturday.

Mr. N. L. Smith was on the bench at the Magistracy this morning and dealt with several cases.

During the illness of Mrs. Hickling, the work of Medical Officer of Health is being discharged by Captain Monteith, R.A.M.C.

For having 13,857 doses of morphine an old Japanese who was yesterday arrested on the Praya East, two hours after he came ashore, was to-day fined \$1,000 or nine months' hard labour.

A Saxon motor-car driving down Des Voeux Road Central last evening ran pell-mell into a coolie carrying a pole on his shoulder. The car passed clear over the coolie, but the latter, to the surprise of everyone, was unhurt.

Two Chinese were to-day charged with stealing sugar from the Sugar Refinery. They were arrested as they were coming out. The bamboo poles which they had in their hands were full of sugar, and some cloth was used to block the ends. Mr. R. E. Lindsell fined them \$10, or 14 days' hard labour.

Eight thousand rounds of ammunition, 176 rolls of gelignite, 20 coils of fuse and 16 caps were found in boxes covered with soap labels on a sampan. Sergeant Bond stated in Court to-day that he saw some men loading the things into a sampan, and as soon as they saw him they took flight, and left the things in the sampan. The sampan woman was to-day before Mr. Lindsell but was discharged.

Sky Kerrison, the well-known local welter and middle champion, started training on Monday in earnest, ready to defend his title against all comers. We hear that it was suggested by a local sportsman that he might give his first fight at a show to be held in aid of a fund for the widow and children of the late Inspector Terrett and that Kerrison enthusiastically accepted the suggestion.

The death occurred at sea, on July 27, of Mr. E. Askelin, chief officer of the Chinese s.s. Shun-chong. Mr. Askelin, who was a native of Finland, was second officer of the s.s. Kiangkwan when she was rammed and sunk by the Hupeh Government s.s. Chutsai and saved himself by swimming ashore. Death was due to heart-failure and enteritis, and he was buried at Shanghai.

A seaman by the name of Herbert Mark, was to-day charged at the Police Court with stealing two bottles of stout, from a case on the s.s. Orestes, of the Ocean Steamship Co. The Chief Officer stated that it was not the first time that the cargo had been breached. Defendant pleaded guilty and stated that as it was a hot day, he took the bottles to have a drink. Mr. R. E. Lindsell fined him \$20, or 14 days.

The Manchester Regiment has held farewell dinners to the N.C.O.'s and men of the unit who are leaving the Colony next week on the s.s. Atrius for demobilisation. At both the dinners (one was held at Wellington Barracks on Monday and the other at Mount Austin Barracks last night) all the officers of the battalion were present and Lieut. Col. Harvey, in replying to the toasts which were given him, said he took the opportunity of thanking the men who were going for all the tedious work they had put in and which they had satisfactorily performed. Concerts were indulged in after the dinners and the Regimental Orchestra, the Jazz Band and a number of other bands helped to pass two very pleasant evenings. Mention must be made of songs by Sgt. Jennings, Pte. Burton, Mr. Webb and the Sergeant's Mess.

A French expert tells me they are using wild flowers freely on garden party and country hats in the French stables but that even though artificial, they must smell of the real bloom. Meadowsweet is very much used because it is a very small flower and it is not so easily turned out of fashion as the larger ones.

### MODERN MODES.



VIEWING THE RACES AT ASCOT.

#### Fashion Note by "Sacha."

Devotees of the tulle scarf should note that the fashionable way of wearing it now is to have the ends drawn through a small ring about the size of a man's tie ring. These rings are in plain gold and silver, plain, jewelled, mother of pearl, and also in jet.

Fur as a trimming for summer gowns is one of the most appropriate specialties of this hottest of seasons. At Ascot with an all-white confection in georgette, a little transparent coat was worn, which reached barely to the hips, and had an edging of tailless ermine about two inches deep.

The parasol which accompanied this toilette was of white tulle lined with pleated white chiffon. It was also edged with ermine the same width as on the coat, and had ivory tips and a long ivory handle.

Despite the extensive vogue of metal brocades, these rich and elaborate fabrics are among the favourites for autumn. In colour the newest metal brocades of American origin are in white, black, green, taupe, tan, carise and copenhagen blue. These are to be had in gold and silver and some interesting new patterns introduce both gold and silk metal threads.

Reports from Paris have it that Hudson seal is not included in French modes for autumn, but natural squirrel, kolinsky and caracul are to be found as trimmings.

One of our leading dressmakers has had several orders lately for coloured bridal gowns. The latest was pale green, but recently she had executed an order for one in putty colour. War-workers, who are tired of uniform, seem to have run to the other extreme, and demand more and more colour in their dresses.

If you want to be very up-to-date in evening foot-gear, have a dragon fly just alighting on the toe of each shoe. But your shoe ornament must never be placed exactly in the middle. Butterflies, tiny bunches of fruit and flowers, or a smart little wired tinsel bow are dainty shoe ornaments, but are always put a little to one side.

A French expert tells me they are using wild flowers freely on garden party and country hats in the French stables but that even though artificial, they must smell of the real bloom. Meadowsweet is very much used because it is a very small flower and it is not so easily turned out of fashion as the larger ones.

simple hats has a jewelled butterfly poised over the flower as though sucking out the honey.

It is hinted that covert cloth will bid for favour this autumn, in the form of smart top coats for general wear.

Satin fabrics are said to be in great demand by dress manufacturers now working on autumn models.

Organdies and net are made up into most exquisite midsummer frocks, suitable because of their loveliness for almost any afternoon and evening use for the young girl. Ribbon girdles predominate on these youthful frocks.

One panama hat for town wear was quite like a picture. Many hued birds clustered on the brim, while others winged their way across the brilliant sky reflected on the crown. Oil paints are used, so the colours are not supposed to "run" in the rain.

Lingerie seems to get more colourful as the season advances so that by autumn it is predicted there will be little, if any, white lingerie in smart vogue. Jade green is said to be the latest and most vivid colour added to the already unusual colour range of modern lingerie.

The predominating fabric for autumn will unquestionably be duvetyne, in both the silk and wool fabrics. Duvetyne suits, it is said, will be the first choice of smart women.

Batik decorations in all their colourful effects will unquestionably be seen to a great extent in autumn blouses, overblouses and negligees of all kinds.

Wool fringe on overblouses of satin is an autumn novelty and makes a most effective and smart trimming.

The bodice made entirely of ribbon is a feature of midsummer dance frocks—combined with skirts of either net, organdie, voile, lace and georgette.

The demand for ostrich plumes is steadily growing, especially as a trimming on large hats, and it is said that this demand will not decrease as autumn advances, for plume trimming fits in with the present style silhouette.

The fashion of wearing must-room-coloured stockings is already on the wane. It was started in Paris first. I am told that a bright red stocking was worn by a French girl and indeed, it was worn by a French girl.

### TO-DAY'S MISCELLANY.

Mr. Arthur Bourchier told some amusing stories about his friend Sir W. S. Gilbert in the Press. Tent at Eversley (says the London Morning Post). Gilbert and he had been running down a person whom they both disliked for all they were worth, and at last Mr. Bourchier remarked, "We have said enough about the wretched fellow behind his back." "That is all right," said Gilbert, "if we have said it behind his back, we must have said it to his face." "How so?" asked Mr. Bourchier. "Why, what is behind his back except his face?"

The striking by lightning of four persons sheltering under a tree during a storm is a reminder that, with a little knowledge, such tragedies could be avoided, says a writer in the London Evening News. People naturally make for trees when caught by a thunderstorm in the open country, and if the shelter is chosen with prudence there is really no danger. What is dangerous is one tree standing by itself, or one of a group of trees which is higher than the rest. In these cases the lightning exactly as does a lightning conductor on the roof of a building. Shelter should always be taken among a number of trees close together, preferably in a wood, and beneath the branches of the smallest.

Sir Dunbar Plunket Barton, the Irish Judge, is the most recent judiciary to plunge into war-law literature with a book which runs to earth every Shakespearean reference to Ireland and the Irish (says the Evening Standard). He strikes a new and modern note with a criticism of Falstaff which will appeal to every soldier. The fat knight was he says, "a dog-out of dog-outs," long past the military age, but still doing his bit, and giving just such a touch of humour to the wars of King Henry IV. as "Old Bill" has provided for the soldiers of our present King. Captain Balmes-father is a Warwickshire man and will not feel jealous! He no doubt, realises that one touch of "Old Bill" makes "the whole world kin."

The "paternal" spirit, which has gained such an accession of strength in England of recent years, is manifesting itself in curious forms. For instance, some large employers are providing physical culture classes for their male employees. These classes are held in the employers' time, and in some cases at least attendance is compulsory. The innovation is said to be bearing excellent fruit in the way of improved physical health and consequent greater business efficiency. But we scarcely think that the idea will gain general adoption. "Jerks," we believe, was not a popular part of military life, and it is not difficult to imagine the dismay of some elderly men of sedentary habit and liberal girth, on realising the compulsory aspect of the new regime. It is compulsion that renders things distasteful. The younger employees may hail the hour off from the routine of work as a pleasant interlude, but the heavier weights—no; the proposition does not look practicable.

Is it worth while nowadays taking a University degree? Certainly not, if the object in so doing is merely to obtain a better income than the less educated among the people. Learning must now be acquired for its own sake, not for the success in life it may bring. Far be it from us to imply that this has never been done before, or that the greatest worldly comfort and luxury have in times past fallen to the men of education. But the newspaper reader requires only to cast his eyes over the advertisement columns to see how great a change has come over the value of education. To-day we find the Edinburgh Merchant Company advertising for male teachers, who "must be graduates with training and experience; athletics a recommendation," and the salary offered is £170. In the adjoining column a baker advertises for "a good table hand, well up in smalls, and offers a salary of £178." On the same page there is advertised a vacancy for an assistant teacher, not "superior" school, but "must be qualified in Latin, Greek, and French."







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|--------------------------------------------|-----------------------|-----------------------------|------------------|
| MAGAYA                                     | 28th August           | 28th Sept.                  | 7th October.     |
| FOR SINGAPORE, COLOMBO & BOMBAY.           |                       |                             |                  |
| DUNERA                                     | 7th Sept.             | due Bombay about 26th Sept. |                  |
| FOR SINGAPORE, PENANG, RANGOON & CALCUTTA. |                       |                             |                  |
| ARRATON APCAR                              | 2nd Sept.             | d Calcutta 25th Sept.       |                  |
| FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.       |                       |                             |                  |
| ARRATON APCAR                              |                       | Shanghai & Kobe             |                  |

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MACKINNON, MACKENZIE & CO. Agents. 22, Des Voeux Road, Central, HONGKONG.

CP OS

SAILINGS

HONGKONG to VANCOUVER

| STEAMER           | HONGKONG | VANCOUVER |
|-------------------|----------|-----------|
| Empress of Asia   | Aug. 7   | Aug. 25   |
| Monteagle         | Aug. 16  | Sept. 9   |
| Empress of Japan  | Aug. 20  | Sept. 10  |
| Empress of Russia | Sept. 4  | Sept. 22  |
| Empress of Asia   | Oct. 2   | Oct. 20   |
| Empress of Japan  | Oct. 15  | Nov. 3    |
| Monteagle         | Oct. 23  | Nov. 17   |
| Empress of Russia | Oct. 30  | Nov. 17   |
| Empress of Asia   | Nov. 7   | Dec. 15   |
| Empress of Japan  | Dec. 10  | Dec. 31   |
| Empress of Russia | Dec. 25  | Jan. 12   |
| Monteagle         | Jan. 1   | Jan. 25   |

FARES HONGKONG TO UNITED KINGDOM.

|                   |            |                                   |
|-------------------|------------|-----------------------------------|
| EMPEROR OF RUSSIA | Gold \$491 | Subject to change without notice. |
| EMPEROR OF ASIA   | Gold \$436 |                                   |
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|                   |                    |            |
|-------------------|--------------------|------------|
| S.S. "COLOMBIA"   | Omits call at Kobe | 13th Aug.  |
| S.S. "WEST CONOB" |                    | 16th Aug.  |
| S.S. "VENEZUELA"  |                    | 10th Sept. |
| S.S. "ECUADOR"    |                    | 8th Oct.   |

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KASHIMA MARU (Omitting Keelung and Shanghai) Saturday, 23rd Aug. at 11 a.m.

FUSHIMI MARU (Omitting Manila) Friday, 19th Sept. at 11 a.m. LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU Friday, 22nd Aug. at Noon. KAMO MARU Friday, 5th Sept. at Noon. MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Wednesday, 30th Aug. at 11 a.m. TANGO MARU Wednesday, 24th Sept. at 11 a.m. NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore. SHINGO MARU Wednesday, 13th Aug. CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama. TANGO MARU Saturday, 23rd Aug. at 11 a.m. SHANGHAI, KOBE & YOKOHAMA.

KOSOKU MARU Friday, 15th Aug. ATSUTA MARU Tuesday, 19th Aug. at 11 a.m. BOMBAY MARU Thursday, 21st Aug. SHIDZUKA MARU Thursday, 4th Sept. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

TAJIMA MARU (Marseilles & Liverpool) Middle of Aug. WAKASA MARU (London & Antwerp) End of Sept. TSUTSUMI MARU (Marseilles & Liverpool) End of Sept.

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THE HONGKONG TELEGRAPH

SHIPPING NEWS.

CHINA COAST GAZETTE.

Mr. E. P. Kirby, chief officer, Wuchang, is on special service. Mr. F. A. Lovagrove, from reserve, has gone chief officer, Wuchang. Mr. J. Byrnes, from reserve, has gone second officer, Kweilin. Mr. F. J. Thornhill, acting second officer, Kweilin, is on reserve. Mr. W. T. Henderson, third engineer, Chusan, has gone third engineer, Shantung. Mr. H. S. Hurley, chief officer, Waishing, is on reserve. Mr. H. C. Atkinson, chief officer, Kiangsu, has gone chief officer, Waishing. Mr. R. Davidson, second officer, Choyang, has gone superannuated second officer, Tungshing. Mr. John T. R. Milne, acting second engineer, Hwai Lee, has gone third engineer, Yusan. Mr. R. J. Martin, third engineer, Yusan, is on reserve. Mr. A. Eschard, has been appointed second officer, Kiangshin. Mr. Bagratinsky has been appointed second engineer, Hsiaoan. Mr. A. B. Dence has been appointed third engineer, Feiching. Mr. J. V. Xavier has been appointed third engineer, Feiching. Mr. L. C. McArthur, chief engineer, Anlan, is on leave. Mr. G. Butchart, from reserve, has gone chief engineer, Anlan—Shipping and Engineering.

CANADIAN SHIPPING.

Ottawa, June 25.—There was considerable discussion to-day in the Senate on the question of the release of Canadian shipping by the British Shipping Board. Senator Nicholls said the British Shipping Board had exercised its powers in a way very prejudicial to Canada and had discriminated against Canadian trade. This action of the board had resulted in the cost of coal being increased to Canadian consumers and railways. The British Shipping Board was composed mostly of British shipowners, and they had used their positions for their own interests. Three vessels of the Dominion Coal Company were to be released in March. Just as they were about to have been released they were sent to Australia on a six months' cruise. There had been discrimination also in the carriage of Canadian troops. Sir James Lougheed declared that the contrary was the case. Immediately after the armistice was signed the Canadian Government had requisitioned the return of all Canadian tonnage, and within a short time all vessels under Canadian registry had been returned.

DECLINE OF COASTING SHIPPING.

Many of the coasting vessels in service before the war are now at the bottom of the sea, says the Times shipping correspondent. A large proportion of those remaining are finding employment in trade to and from the Continent. Naturally the coasting trade could not well flourish in the face of submarine peril, and it is generally claimed that the great hindrance to arrival of the coasting services is the fact that, whereas all the expenses of ship working have risen enormously, the railway rates have generally not been advanced. It has been repeatedly asserted that the goods have been and are carried at below cost price, this policy thus contributing to the very formidable loss on railway working, which has to be made good by the taxpayer, who has had to pay 50 per cent. more on his ordinary railway fares and has been deprived of specially cheap travelling arrangements. It seems altogether anomalous that at a time when the coasting vessels are urgently needed to relieve the strain on the railways, the policy of the Government should have the effect of making it impracticable for the coasting services to be resumed, while at the same time it encourages railway traffic—already more than can be dealt with by the companies. The conditions seem to call for a precisely opposite policy. Not only does it seem essential to make possible the re-establishment of coasting services, but it may also after that event be desirable that trades which before the war were accustomed to use sea transport should be called upon to do so again, or show cause why they should not do so; in any case, the existing policy of the railway authorities seems to need explanation. The present situation is that whereas the chief ports are severely congested and delays to shipping and merchandising are common, the dead weight of railway tonnage is being added to the congestion at the chief ports.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                 | Steamers | To Ball              |
|---------------------|----------|----------------------|
| SHANGHAI            | Sinkiang | 14th Aug. at 11 a.m. |
| PAKHOI & HAIPHONG   | Kailang  | 15th Aug. at 9 a.m.  |
| ILOILO & KOLUMBUGAN | Pakhoi   | 15th Aug. at noon    |
| SHANGHAI            | Sinkiang | 16th Aug. at 11 a.m. |
| HOIHOW & SINGAPORE  | Sinkiang | 17th Aug. at 11 a.m. |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation—ambuships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Yunnan (weekly), taking cargo on through bills of lading to all Yunnan and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wootung.

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Regular Fortnightly Service between CHINA and JAPAN.

| Steamer    | From     | Expected on or about | Will leave on or about | For   |
|------------|----------|----------------------|------------------------|-------|
| Tillamook  | Java     | 14th Aug.            | 19th Aug.              | Japan |
| Tillamook  | Java     | 14th Aug.            | 20th Aug.              | Japan |
| Tijini     | Shanghai | 16th Aug.            | 18th Aug.              | Java  |
| Tijmancock | Java     | 18th Aug.            | 4th Sept.              | Java  |
| Tijpanas   | Java     | 25th Aug.            |                        |       |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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| Steamships | Captain       | Leaving                   |
|------------|---------------|---------------------------|
| Haihong    | J. W. Evans   | THUR. 14th Aug. at 1 p.m. |
| Guinebaug  | Medina        | FRI. 15th Aug. at noon    |
| Haitan     | A. H. Stewart | TUES. 19th Aug. at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).

| For                 | Steamship | On                         |
|---------------------|-----------|----------------------------|
| SHANGHAI via Ningpo | Tuansang  | Fri. 15th Aug. at 11 a.m.  |
| MANILA              | Namsang   | Fri. 15th Aug. at 3 p.m.   |
| KOBE                | Namsang   | Fri. 15th Aug. at 5 p.m.   |
| SHANGHAI            | Hangsang  | Sat. 16th Aug. at 11 a.m.  |
| SANDAKAN            | Wosang    | Tues. 19th Aug. at 11 a.m. |
| STRAITS & Calcutta  | Hangsang  | Tues. 19th Aug. at 11 a.m. |
| MANILA              | Yaisang   | Tues. 19th Aug. at 11 a.m. |
| STRAITS & Calcutta  | Loongsang | Fri. 22nd Aug. at 3 p.m.   |
| KOBE                | Fooksang  | Sat. 23rd Aug. at 3 p.m.   |
| CALCUTTA            | Kwaisang  | Tues. 26th Aug. at 3 p.m.  |

Returning from Calcutta steamers proceed via Rangoon and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

Sailings approximately every five days between Canton and Shanghai, once a week between Canton and Hongkong, and once a week between Hongkong and Shanghai.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, once a week between Canton and Hongkong, and once a week between Hongkong and Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong and Swatow.

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Cargo taken on through bills of lading for Katat, Jeddah, Lebanon, Tientsin and Landed Duty Office at Yokohama and Kobe.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS

| Steamer      | For                                 | Date of arrival | Date and time of departure |
|--------------|-------------------------------------|-----------------|----------------------------|
| "ST. ALBANS" | Edinburgh, via Queenland, and Perth | In Port         | 11th Aug. noon             |
| "EASTERN"    | Malbourne, via Queenland, and Perth | In Port         | 26th Aug. 11 a.m.          |

The above steamers are fitted with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Australia.



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## COMMERCIAL NEWS.

**JAPAN'S DEMAND FOR NITRE.**  
The Japanese demand for Chilean nitre has increased so much that one T.K.K. steamer, which has been plying between Japan and Chile for the import of nitre, is inadequate to cope with the situation. The deficiency for the first half of this year has been made good with nitre received from Vladivostok. But since the recent trouble with the Russian exporters, Japanese importers have been unable to get satisfactory delivery. Towards the end of this month, the S. Valparaiso is sailing from Chile to Japan with about 3,000 tons of nitre both for fertilising and industrial purposes. Prices are about Y. 161 per ton spot cash at Kobe.

## BRAZIL TO HELP BRITISH MANUFACTURES.

The members of the Brazilian Commercial Mission recently visiting the United Kingdom at the invitation of the General Electric Company, visited the Osram Lamp Works at Hammersmith, and were afterwards guests of the company at a luncheon at Claridge's Hotel. The Chairman of the company, Mr. H. Hirst, spoke of the immense value of electrical appliances in the war, and referred to a newly-invented valve which had been instrumental in defeating submarines, and was used to direct aeroplanes, and would in future, he said, play a great part in solving the transport problem. Dr. Sousa Bandeira thanked the company on behalf of the Brazilian Chamber of Industry and Commerce, which was cordially approved by the Brazilian Legation. Dr. Cochran Simonson referred to the delegates' visit on Wednesday to the London docks, and said Brazil wished to send its meat, cotton, rubber, timber, coffee, and countless other products in exchange for British manufactures. The party afterwards attended the opening of the Naval and Military Tournament as the guests of the Federation of British Industries.

## THE NEED FOR GREATER PRODUCTION.

In the course of the sectional report contributed by the representatives of the coal-owners on the Sankey Commission, reference is made to the fact that one of the schemes for nationalisation put before the Commission (and supported in evidence by Mr. Sidney Webb, one of the Commissioners) was in substance the same as that contained on this subject in the Fabian Research Department's book, "How to Pay for the War," published in July, 1918, of which Mr. Webb was both general editor and part author. In view of the serious figures given recently as to the decline of coal output, and the necessity of raising the price of coal to the consumers, the following passage from the introduction to that book seems worth quoting:—"We do not believe that the right way to bear the burden [i.e., the cost of the war] is further to tax either the producers in the course of their production or the consumers in respect of what they consume. We need, on the contrary, rather to reduce these charges. There is already too much toll taken on the necessities of life. Our manufacturers are already too much hampered in their production. We shall not increase our power of bearing the new burdens by taxing either the food of our working people or the materials and incidental components required by our

producers. The only effective way of meeting our new burdens is by making the nation as a whole more productive. The nation can no more pay the cost of the war merely by a manipulation of taxes than Mr. Micawber could discharge a debt by writing an I.O.U. The only real way to pay for the war is to replace, by new construction, the material wealth that has been destroyed. The only way to do this without lessening the amount that we annually consume is actually to increase the amount of commodities and services that we annually produce. What the community has now to consider is not how to tax, but how to increase the national production." This is not from a speech of Sir Auckland Geddes, it will be observed, but the deliberate economic doctrine of Mr. Webb and his Fabian colleagues. It may be hoped that this part of the book is being attended to by the coal miners as much as the chapter on "nationalization."—Times.

## HANKOW TRADE.

Hankow, Aug. 2.—At the beginning of the week a fair amount of business was done in gold dollar bills for September, but later on there was very little to report as banks, owing to the tightness of money, would not buy for near delivery. At all. There was little or no demand for T.T. Tails, T.T. on Shanghai.—The rate remained under shipping point 96.7—96.725 being quoted. Dollars were firm and closed at 71.9—72.1, buyers and sellers respectively. Interest—15 per cent, after being 13 per cent. Changsha Exchange—36. The demand for both wood oil and tallow remains good and we have to record a further considerable advance in local prices. Supplies of tallow are running low. Several large purchases of seeds are reported which practically consume all available supplies. Gallnuts seem to have come into demand again, and prices are firm up. Usuals are bare of stocks. There were no piece goods inquiries for forward business. Stock goods slightly easier. Yarn prices are firm and slight advances on several of the counts have to be recorded.

## Sisal Competition Hurts Hemp Market.

Fear is generally entertained both by hemp dealers and the labour organisations in Manila that this important industry will come to a standstill, or at least suffer a great drawback in the course of a few months, if the present condition of the market continues. The sharp competition offered by the sisal hemp produced in abundance in Mexico, has caused a marked effect upon the hemp industry in the islands. Less than two months ago, the price of sisal in the United States was reported to be fifteen centavos a pound, or approximately P20 a picul. The recent developments in the sisal industry in Mexico, resulted not only in the increase of production, but also in a considerable decrease in price of hemp abroad. A week ago the selling price of sisal fibre in the States was reported to be only nine centavos a pound. The price of hemp in the islands, on the other hand, is P35 a picul of the good quality. The last sale local merchants were able to get for this kind in the States was P42. While the local fibre is superior to the Mexican sisal hemp, it is felt that it can not compete with the increased production and the considerably lower price of the latter. At this time approximately 200 labourers are out of work in a number of hemp concerns in the city.

## MINIMUM WAGES FOR THE CLERGY.

### CANTERBURY DIOCESE SCHEME.

The Canterbury Diocesan Conference was opened at Lambeth Palace recently by the Archbishop of Canterbury. The Archbishop, in his presidential address, said that there was a peril in not adequately recognising the new conditions which must be faced and understood. He urged the exercise of stern economy in private expenditure until we had met our obligations and provided for our country's needs. He did not mean that people should now live under all the restraints they accepted during the war. It was right to resume reasonable expenditure and to recognise amusement as necessary, especially for the young, but it was the bounden duty of all who could to place immediately such money as they could in the hands of the Government for the country's needs.

The revival of our country's healthy life would be very difficult unless we responded properly to the call that was now being made. An appeal was going out that night to every parish priest in England suggesting they should use the opportunity that these weeks afforded to explain the needs and to urge that they should be forcefully and patriotically met. It was endorsed by the two Archbishops, and was commended to the consideration, and, he hoped, the action of the people.

The Archbishop referred to the new method of election to the conference, and hoped that it would be accepted, as it had been in other dioceses. It would mean the eligibility of women to the assembly.

Mr. Laurence Hardy presented the report and balance-sheet. Both the receipts and expenditure were "record" sums, and they had come well out of a difficult year. The Board of Finance had undertaken a scale of minimum salaries for the assistance of the clergy as follows:—Deacons, £160 a year; ordained priests, £180; priests ordained five years, £200. The increase took effect from January last.

Mr. E. J. Bishop protested against the scale as a "scandalous pittance."

Another speaker said that £160 a year for a deacon was less than he paid his carpenter.

Mr. Howard Houlder, Mayor of Croydon, suggested that the amounts should be £180, £200, and £250.

Bishop Knight moved that the scale should be accepted as a temporary one, and should be reconsidered before the end of the year.

The Chairman, the Bishop of Dover, in the absence of the Primate, whose brother had died in the morning, suggested that the original report should be accepted on the understanding that the profits raised should be considered. This was agreed to.

The Archbishop of Canterbury presided at the afternoon sitting, which was devoted to discussion on the Enabling Bill.

Canon Garbett, in opening the discussion, said that the Enabling Bill would confer great benefits. It would mean the establishment of Church Councils in every parish, and the laity would have a real voice in the affairs of their parish. It would set up a Church Assembly which would represent the voice of the Church as a whole. The Bill also facilitated legislation to enable anomaly in the Church to be removed.

Archdeacon White Thomson, Archdeacon of Canterbury, moved a resolution in support of the Enabling Bill and the constitution of the National Church Assembly. The Rev. Mr. Sopwith, vicar of Ashford, seconded the resolution, and Mr. Hagood said he shuddered to think what the Apostles would say if they came on earth and found that a Bishop of the Church of England might be chosen by a man who might not even be a Christian.

The Dean of Canterbury said he opposed the whole principle of the measure. The constitution of the proposed assembly was unconstitutional and unnatural. Boys and girls of 18 were enfranchised, while Nonconformists—more than half the nation—were disenfranchised.

The Archbishop of Canterbury said that there was always plenty of room for theoretical criticism in any scheme for such a complex matter, but he believed the Bill was more theoretical than practical. What was the constructive policy of the critics? Surely they were not to go on as they were. The only right people were deprived of was the right of sheer obstructionism. The hope of Disestablishment should be kept out of the question.

## NEW ADVERTISEMENTS

### PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 15th August 1919,

commencing at 3 p.m.

at A. King's Shipway, Wanchai

The 28 Motor Boat "Boronia"

(Fitted with 4 cylinder engine. New-Sims Magneto & Paragon Reverse Gear. Awnings & side screens. Speed 24 miles per hour)

Also

The Gael Class Yacht "Toinette"

(winner of 3 cups during the 1917 season, in good condition)

On view Now

Terms: Cash on delivery

Geo. P. LAMMERT, Auctioneer.

### SPECIAL MATINEE

AT THE

### VICTORIA THEATRE

OWING TO THE FACT THAT WE ARE SHORTLY TO SHOW A FINE SERIAL with PEARL WHITE, WE HAVE DECIDED TO HASTEN THE SCREENING OF "THE BULL'S EYE" CONSEQUENTLY ON THURSDAY & FRIDAY at the MATINEES. WE WILL PRESENT EPISODES 3, 4 and 5. AT THE MATINEE ON SATURDAY (2.15 & 5) WE WILL SCREEN EPISODES 6, 7 & 8.

### CONSIGNEES.

CHINA MAIL STEAMSHIP COMPANY, LTD.

### NOTICE TO CONSIGNEES.

From SAN FRANCISCO, HONOLULU, YOKOHAMA, & SHANGHAI.

### THE Steamship

#### "NANKING"

Having arrived from the above ports, consignees of cargo are hereby notified to send in their Bills of Lading duly endorsed for countersignature and take immediate delivery of their goods from ship's side.

Cargo impeding discharge, will be landed immediately and cargo remaining on board on and after Saturday 16th Aug., 1919 at 5 p.m. will be landed into the Co's Godown at Consignees' risk and expense. Cargo undelivered on and after Wednesday, 20th Aug., 1919 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages will be landed into the Co's Godown, where it will be examined on Wednesday, 20th Aug., 1919, at 10 a.m.

No claim will be entertained after the goods have left the ship's side and/or Co's Godown. All claims must be presented within 3 weeks of the ship's arrival, otherwise they will not be recognised.

No Fire Insurance whatever will be effected.

O. H. RITTER, Agent.

Prince's Building, Ground Floor, Hongkong, 4th August, 1919.

He had always fought that disaster, but it was no excuse for standing still. A vague charge of ulterior motives had been frequently made. His motive was to enable the Church to do her work better, more promptly, and more effectively for the nation.

The resolution supporting the Bill was carried with only four dissentients, and the Conference adjourned.

## "SHELL" PERFORMS

### THE HAT TRICK

### 3 SUCCESSIVE TRIUMPHS

#### 1st "DAILY MAIL" £10,000 PRIZE

London-to-Manchester Flight,

1910

Won by Paulhan on "SHELL."

#### 2nd "DAILY MAIL" £10,000 PRIZE

Circuit-of-Britain Flight,

1911

Won by Beaumont on "SHELL."

#### 3rd "DAILY MAIL" £10,000 PRIZE

America-to-Europe-direct Flight,

1919

Won by Capt. Sir John Alcock, D.S.C., on "SHELL."

## "SHELL"

### AVIATION MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. (South China) Ltd.

### PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 20th Aug. 1919,

commencing at 2.30 p.m.

at No. 29 Dock Terrace, Kowloon Docks

A Quantity of Valuable Household Furniture

Also

2 Electric ceiling fans

1 Electric table fan

And

1 Cottage piano by Collard and Collard

On view from Tuesday, the 19th August, 1919.

Catalogue will be issued.

Terms: Cash on delivery.

Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions from Capt. Matthews to sell by Public Auction on

TUESDAY, the 19th August, 1919,

commencing at 2.45 p.m.

at "Lyceum" No. 153 the Peak

A Quantity of Valuable Household Furniture

(including: Upholstered Drawing Room Suite, Dining Room Furniture (by Wm. Powell Ltd.), White Enamelled Bedroom and Nursery Furniture

Also

One Dover Stove (practically new)

On View from Monday, the 18th inst.

Catalogue will be issued.

Terms: Cash on delivery

Geo. P. LAMMERT

### The Best Tiffin

in town

### TO-DAY

is at

### WISEMAN'S

\$1.00

Tickets for 30 Meals

\$25.00

All the Meat, Poultry,

Milk and Butter

is supplied by the

### "Dairy Farm"

D. M. GOODALL,

Manager.

### TO BE LET.

TO BE LET—A ground floor flat at Saifoo Terrace Kowloon. Apply to Kayamally and Co, Hongkong.

**HARTING'S**  
**SPRINTERS**  
A quantity of valuable household furniture (including: Upholstered Drawing Room Suite, Dining Room Furniture (by Wm. Powell Ltd.), White Enamelled Bedroom and Nursery Furniture) Also One Dover Stove (practically new) On View from Monday, the 18th inst. Catalogue will be issued. Terms: Cash on delivery Geo. P. LAMMERT

### G. R. NOTICE.

### IMPORTS AND EXPORTS OFFICE.

Whereas on July 19th, licensed junk T336H was seized by the Revenue Department, while lying off Saltfish Lane. Take notice that if this junk is not claimed within seven days from Aug. 15 it will be sold by Public Auction to defray expenses incurred.

(Sd) S. W. BECKWITH, Superintendent, IMPORTS & EXPORTS, Hongkong, 12th August, 1919.

### NOTICE

### HONGKONG & SHANGHAI BANKING CORPORATION

THE DIVIDEND DECLARED for the Half Year ending June 1919 at the rate of Pounds five shillings sterling share is payable on and from MONDAY, the 11th day of August, 1919, at the Office of the Corporation, and holders are requested to present their Warrants.

By order of the Court of Directors,  
N. J. STARR, Chief Clerk.

### THE INDUSTRIAL COMMERCIAL LIST

Head Office: 4, Des Voeux Road, Hongkong. Branches: Shanghai, Canton, Hankow, Peking, Tientsin, etc. This is the most complete and up-to-date list of the leading industrial and commercial firms in the Far East. It gives the names, addresses, and telephone numbers of the principal firms in every branch of industry and commerce. It is an indispensable reference work for all business men and is sold at a very low price.



SHIPPING

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Thursday, 14th August.  
"ALTAI MARU" ... Friday, 25th August.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Wednesday, 10th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"KASADO MARU" ... Thursday, 14th Aug.  
"BURMA MARU" ... Sunday, 31st Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Monday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Monday, 18th Aug.  
"CANADA MARU" ... Monday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 17th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Friday, 15th Aug.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1  
NANYO MARU No. 2  
NANYO MARU No. 3  
SODECAURA MARU.  
KYODO MARU No. 13  
TAMON MARU No. 1  
ASOSAN MARU.  
CHEIAN MARU.

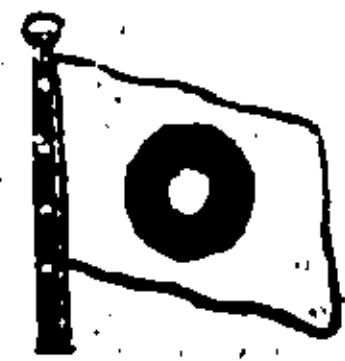
REGULAR SERVICE FOR  
FREIGHT BETWEEN  
HONGKONG,  
BANGKOK  
and/or  
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.  
(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BESS, PORT SAID, DALLAS, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

Telephone No. 2108.

General Agents.

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 18th.

"ELDRIDGE" ... 18th.

"EDMORE" ... August 25th.

"WEST HEPPBURN" ... Middle Sept.

For PORTLAND direct.

"COAXET" ... Late August.

Through Bills of Lading issued to OVERLAND CARRIERS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT

Telephone 2477-2478 1st Floor, Hotel Metropole.

SHIPPING

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

SAILING DATE

"HAROLD DOLLAR" ...

29th August.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 21st Aug. at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN,

Telephone No. 1574.

Agents.

THE AUSTRALIAN  
ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia | Leaves Hongkong for Australia. |
|----------|---------------------------------|--------------------------------|
| TAIYUAN  | 22nd Aug.                       | 26th Aug.                      |

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

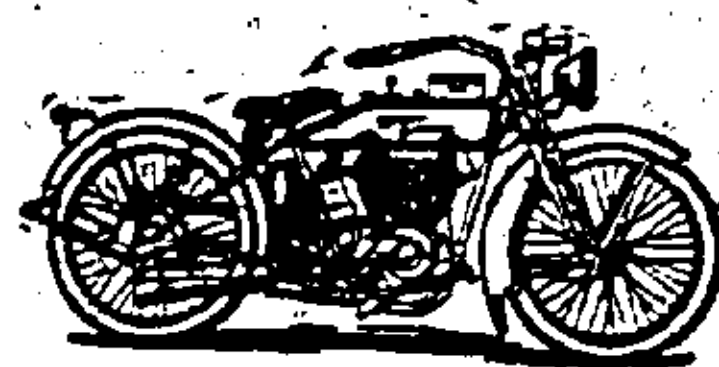
Butterfield & Swire.

Telephone No. 36.

NOTICE.

HARLEY-DAVIDSON

Model



19-J

The Electrically Equipped  
Motorcycle

for

Utility and Recreation.

SHEWAN TOMES & CO.

Garage No. 7 Russell Street.

Phone 658.

CONSIGNEES

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's

Steamer

"LAOMEDON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 1th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th August, 1919.

MOVEMENTS OF  
STEAMERS.

The Admiral Line s.s. ELD. RIDGE (Seattle Line) sailed from Kobe August 1st, and is due at Hongkong August 16th, via Moji and Shanghai.

The Admiral Line s.s. WEST. ERN KNIGHT (Seattle Line) sailed from Shanghai July 28th, and is due at Hongkong about August 15th, via Manila.

The Admiral Line s.s. ED. MORE (Seattle Line) sailed from Seattle July 16th, and is due at Hongkong about August 25th, via Yokohama and Kobe.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Australian ports and Manila on the 1st August, and is expected here on the 22nd August.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 31st July, and is expected here on the 20th August.

The s.s. HAROLD DOLLAR is due to arrive on the 24th inst., from Vancouver via Kapatsi and Shanghai.

The N. Y. K. s.s. KOSOKU M. (Bombay Line) left Singapore for this port on the 7th Aug. and is expected here on the 14th Aug.

The N. Y. K. s.s. SHINGO M. (Bombay Line) left Shanghai for this port on the 10th August and is expected here on the 15th Aug.

The N. Y. K. s.s. TOTOMI M. (Bombay Line) left Moji for this port on the 10th August and is expected here on the 15th Aug.

The P. & O. s.s. HERMLIN left Singapore for this Port on the 10th instant and is due here on the 17th instant at about daylight.

The T. K. K. s.s. PERSIA M. arrived at Yokohama August 10th and will sail August 13th, as per schedule, being due at Hongkong August 21st.

The R. M. S. EMPRESS OF RUSSIA, from Hongkong on the 10th July, arrived at Vancouver on the 29th July.

The P. & O. s.s. GABLONZ left Singapore for this Port on the 11th instant, and is due here on the 17th instant, afternoon.

CONSIGNEES

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO.,

LIMITED

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"TEEN KAI"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 11th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Sept., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th August, 1919.

CONSIGNEES

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES

S. S. "COLOMBIA"

From SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. and stored at consignee's risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Aug. 14th at 10 a.m. and Aug. 15th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the Godown and all goods remaining undelivered after Aug. 16th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,

Alexandra Buildings,

Hongkong, 7th August, 1919.

SWISS WRIST WATCHES

First class

Time

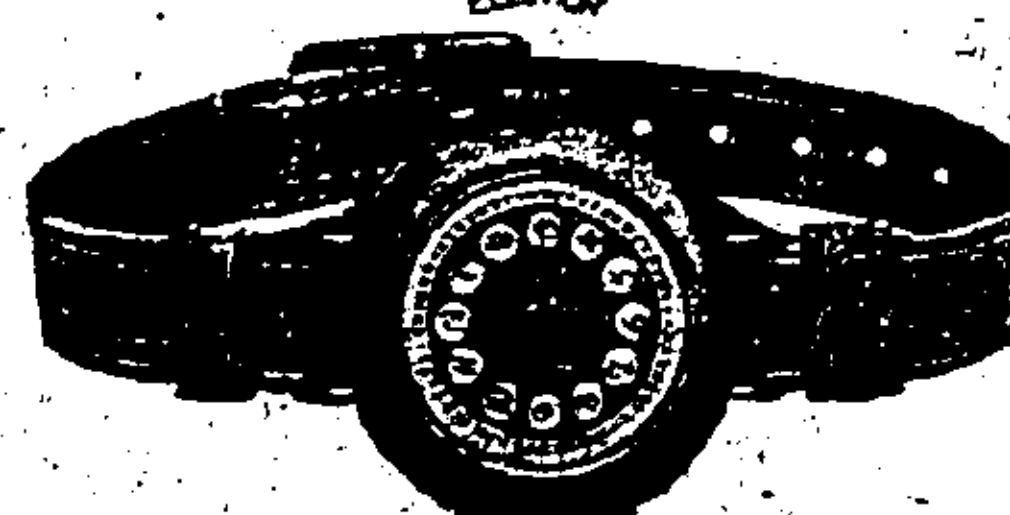
Keepers

Popular

and

Highly

graded



Specially regulated for this Climate

FOR SALE AT

THE SINCERE Co. LTD.

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TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

| NAME OF DOCK OR SLIP | LENGTH OF DOCK, FEET | BREADTH, FEET | DEPTH OVER ALL AT SEVERAL SPOTS, FEET | USE OR TYPE  |
|----------------------|----------------------|---------------|---------------------------------------|--------------|
| <b>KOWLOON</b>       |                      |               |                                       |              |
| No. 1 Dock, Kowloon  | 700                  | 100           | 10                                    | Graving Dock |
| No. 2 Dock, Kowloon  | 571                  | 50            | 10 00                                 | Graving Dock |
| No. 3 Dock, Kowloon  | 540                  | 50            | 10 00                                 | Graving Dock |
| No. 4 Dock, Kowloon  | 500                  | 50            | 10 00                                 | Graving Dock |
| <b>WATERLOO</b>      |                      |               |                                       |              |
| Competition Dock     | 500                  | 50            | 10 00                                 | Graving Dock |
| <b>AMSTERDAM</b>     |                      |               |                                       |              |
| New Dock             | 500                  | 50            | 10 00                                 | Graving Dock |



**1995**



